

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places
Registration Form

SEP 19 1988

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Fairburn Commercial Historic District

other names/site number same

2. Location

street & number area around west Broad Street, Campbellton Street, Smith Street, Dodd Street, and CSX Railroad Tracks N/A not for publication

city, town Fairburn N/A vicinity

state Georgia code GA county Fulton code GA121 zip code 30213

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
17	1 buildings
3	0 sites
	0 structures
	0 objects
20	1 Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. N/A See continuation sheet.

Elizabeth A. Lyon
Signature of certifying official Elizabeth A. Lyon

9/15/88
Date

Deputy State Historic Preservation Officer, Georgia Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Andrew Byer Entered in the National Register 10/20/88

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

COMMERCE/department storesTRANSPORTATION/rail-related

Current Functions (enter categories from instructions)

COMMERCE/department storesTRANSPORTATION/rail-related

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian: ItalianateLate 19th/20th century Revivals: Classical RevivalLate 19th/20th century American Movements:Commercial Style

Materials (enter categories from instructions)

foundation brick, stonewalls brick, stone, metalroof asphaltother terra cotta

Describe present and historic physical appearance.

The Fairburn Commercial Historic District is the intact concentration of historic commercial and transportation-related buildings in the city's downtown area. The commercial row buildings in the district comprise two blocks along the northwest side of West Broad Street. They are late 19th- and early 20th-century one-, two-, and three-story buildings constructed of a variety of materials including both red- and buff-colored brick, stone, terra cotta, and pressed metal, and representing Neoclassical, Italianate, and simple utilitarian commercial styles. Cast-iron columns, transom windows, wood-paneled bulkheads, decorative brick cornices, and segmentally arched window hoods are common details found on these commercial buildings. Between West Broad Street and the railroad tracks stand a passenger depot and a freight depot, both built in 1917 of red brick with tile roofs and wide, overhanging eaves. Also included in the district are three concrete railroad overpass bridges dating from 1917. The depots and tracks stand on a raised land form, allowing traffic to pass through the bridges under the tracks and providing open space with informal landscaping around the depots. The two commercial blocks are set at an angle to each other, giving more space at the center of this commercial area. Only one noncontributing building exists within the district boundaries; it is a remodeled historic building near the south edge of the district. To the north and south of the district is nonhistoric commercial development; to the east and west is residential development.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F GN/A

Areas of Significance (enter categories from instructions)

architecture
commerce
community planning and development
transportation

Period of Significance

1869-1938

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Charles Lipham

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

The Fairburn Commercial Historic District represents a typical but unusually well preserved central business district in a small Georgia city. Fairburn is located in north central Georgia, 25 miles southwest of Atlanta. It contains a variety of historic commercial buildings and transportation facilities all arranged according to an angled street pattern.

In terms of architecture, the district is significant for its very intact collection of late 19th and early 20th century commercial and transportation-related buildings utilizing a variety of materials and stylistic features. The buildings represent the typical small town commercial architecture of the turn of the century and most of the design details are intact. The streetscape they present as a whole is also historically significant and has remained the same in Fairburn for the last 60 to 80 years. Some of the styles represented in the district include Neoclassical, Italianate, and simple utilitarian commercial styles. Cast-iron columns, transom windows, wood-paneled bulkheads, decorative brick cornices, and segmentally arched windows are common details found on the commercial structures. Many storefronts have retained details such as large display windows, kickplates, and glass paneled doors. The Elder building, built in 1903, is architecturally important due to its unique metal-clad front with the inscription "Mesker Bros., St. Louis, Missouri." The front displays pressed metal pilasters and curvilinear ornamentation. The Fairburn Banking Building and the Guy Hearn Ford Company were designed by amateur architect, Charles Lipham, and built in the early 1900s. The buildings are designed in a commercial Neoclassical style and built with buff-colored brick popular in the 1920s. The Craftsman design of the freight and the passenger depots, both built in 1917, have gabled roofs and are covered with red terra-cotta tile and brick facades. The passenger depot also has many one/one windows with multi-paned transoms. Fairburn's commercial architecture is very characteristic of historic central business districts in small Georgia cities.

In terms of commerce, the district is significant as Fairburn's historic central business district. The majority of buildings housed a variety of stores,

See continuation sheet

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offices, and other places of business that provided day-to-day commercial activities including retailing, banking, and transportation for the residents of Fairburn. Professional services were also provided for the city, particularly while it served as the county seat of Campbell County from 1871 to 1932. At that time, the city relinquished its status and became part of Fulton county. Fairburn was also known as a banking town, in part because of the railroad. One of the earliest established banks is the Fairburn Banking Company, which still retains its interior marble counters, plaster columns, and second floor offices. Fairburn's commercial establishments continue to be retail and service oriented and have filled the needs of the community over the span of 60 to 80 years.

In terms of community planning and development, the district is significant for its angled street pattern that emphasizes its importance as the city's center of commercial and transportation activities. The street alignment is slightly bulged so that it gives more center space to the orientation of the West Broad Street commercial buildings. Two rail depots are opposite of this angled building pattern and also share the center space. The West Broad Street commercial buildings are laid out rectangularly while the lots containing the depots are fairly square in shape and occupy a block area each. The three streets intersecting West Broad Street are laid out in a grid pattern. This configuration is unusual in Georgia where most downtowns adhere to a strict overall grid pattern, and it gives downtown Fairburn its distinct character.

In terms of transportation, the district is significant as an important railroad stop providing both passenger and freight service. As early as 1849, the Atlanta and LaGrange Railroad was chartered and a depot on that line was constructed in Fairburn. West Broad Street was originally called Depot Street in the late 19th and early 20th century. This important rail connection strengthened Fairburn's reputation as a banking community. In 1917, transportation demands were strong enough in the area to construct the present passenger and freight depots as well as the nearby railroad overpasses. The location of the depots, across from the row of commercial facades along West Broad Street, not only provided passenger service to the community but also warehousing and shipping services. Together, the services offered by businesses and the depots made transportation a significant activity in this small Georgia town.

National Register Criteria

These areas of significance support this district's eligibility under National Register Criteria A and C.

This district meets National Register Criteria A as it is associated with

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the events making a significant contribution to the broad patterns of our history. This commercial district, as the core of a small southern town, reflects a great deal of the panorama of American life. The district reflects the variety of needs of a growing community in the late 19th and early 20th century. These historic buildings, all arranged along an angled street pattern once houses general stores, banks, service stores, specialty shops, etc., all used in day-to-day life. This district also contains two rail depots which represent the significant link that rail transportation played in the town's growth and development.

This district meets National Register Criteria C because of its architectural significance. The historic central business district contains a significant concentration of intact commercial and transportation-related buildings and structures arranged in a unique angled pattern. The concentration of one, two, and three story commercial style buildings is characteristic of late 19th- and early 20th- century commercial development in Georgia. The district also contains examples of Neoclassical, Italianate and Commercial style architecture.

9. Major Bibliographical References

Jaeger, Dale. "Historic District Information Form. Fairburn Commercial Historic District." 1987. (on file at the Georgia Department of Natural Resources).

N/A See continuation sheet

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

- Primary location of additional data:
- State historic preservation office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Specify repository: _____

10. Geographical Data

Acreage of property 12 acres

UTM References

A	1,6	7 2,4 5,6,0	3,7 1,6 7,3,0
	Zone	Easting	Northing
C	1,6	7 2,4 4,6,0	3,7 1,6 3,8,0

B	1,6	7 2,4 6,5,0	3,7 1,6 5,8,0
	Zone	Easting	Northing
D	1,6	7 2,4 3,2,0	3,7 1,6 4,9,0

N/A See continuation sheet

Verbal Boundary Description

The National Register district boundary is indicated by a heavy black line on the district sketch map.

N/A See continuation sheet

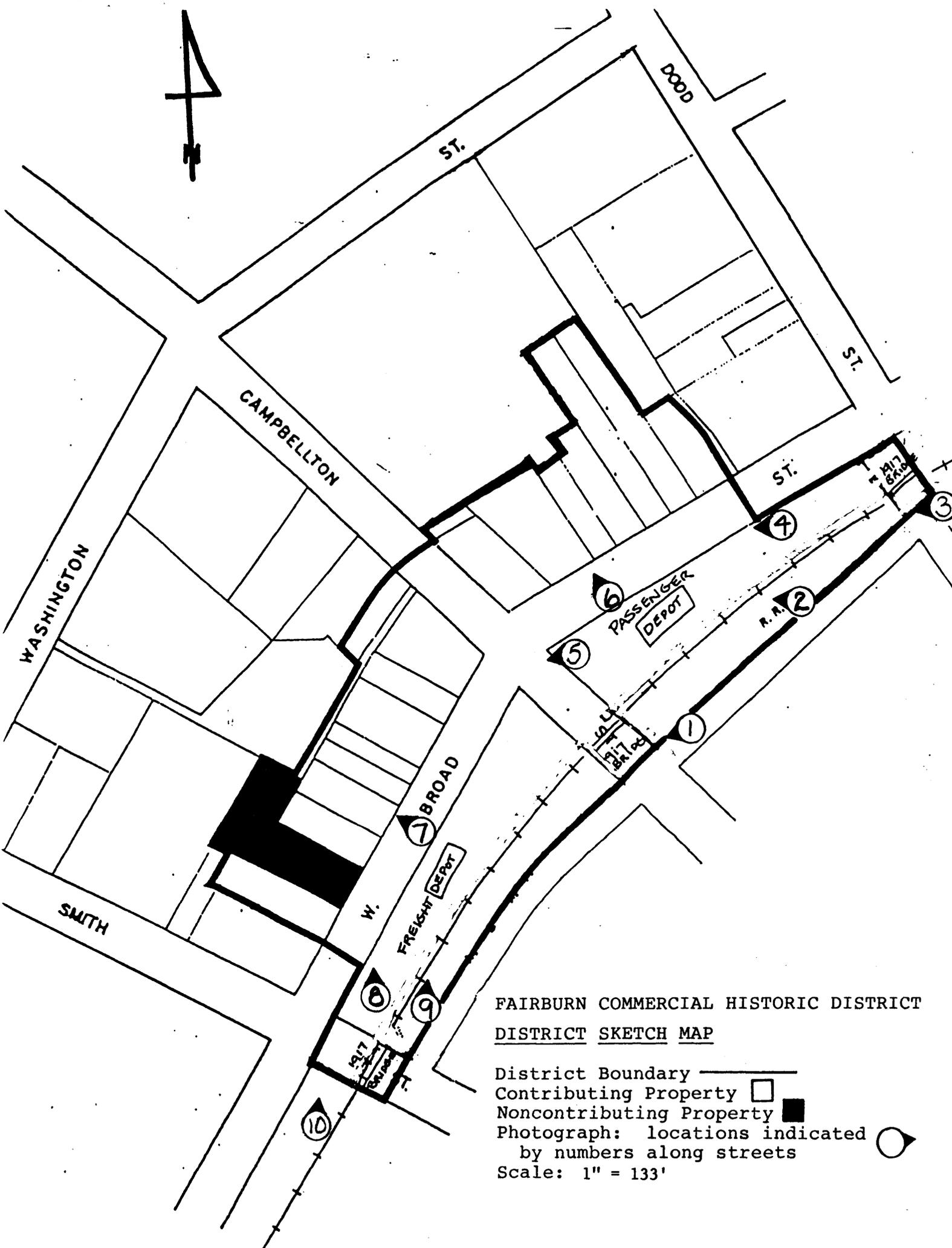
Boundary Justification

The district includes the most concentrated area of intact historic commercial and transportation buildings in downtown Fairburn.

N/A See continuation sheet

11. Form Prepared By

name/title Lisa Raflo, National Register Researcher
 organization Historic Preservation Section date September 6, 1988
 street & number Georgia Department of Natural Resources telephone 404/656-2840
 city or town 205 Butler Street, SE Suite 1462 state Georgia zip code 30334
Atlanta,



FAIRBURN COMMERCIAL HISTORIC DISTRICT
DISTRICT SKETCH MAP

District Boundary
 Contributing Property
 Noncontributing Property
 Photograph: locations indicated
 by numbers along streets ○
 Scale: 1" = 133'